

4) Uintah Basin Stage Line

Original Owners, each owned a portion of the line.

" " were:

Laban Hylton + Joseph Hylton Heber Portion

Jesse Johnson owned the Fruitland section.

" " was married to

Winterrose, Then she co Francis Brook

Alva L Coleman (2 June 1896 - 18 Sep)[†] @ 57 yrs.

Edward Wetzel

Dr Noal Warren

Sidney Woolstenhume

In 1930 Sidney Woolstenhume bought out Dr. Noal Warren.

" " Alva L Coleman " " Edward Wetzel

and Jesse Johnson, then finally " " Sidney Woolstenhume.

Then there were only 2 owners: Laban Hylton and Alva L. Coleman in 1930. 1932 Line leased to Alexander Bros.

They finally sold out to Burlington Bus Line in 1933 or 1934.

Refs.: 1. "Duchesne Co. History",
2. Interviews - Lucille Coleman Todd (Roy)



Dr R Raymond Green
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(2) Uintah Basin Stage Line cont'd

Equipment: Two 7-passenger Studebaker "Buses"

They operated Spring, Summer, & fall. During the Winter, the buses were elevated onto wooden blocks, & stored.

Stage Line Started: 1925

" " Stopped: 1934 due to illness

Stage Line ran from: SLCU to Provo to Heber City, to Duchesne, to ^{Roosevelt to} Vernal in one day. Then next day would return to SLCU via Vernal → Roosevelt → Duchesne → Heber City → Provo → SLCU.

History: Drivers for the Studebaker autos were Alva, wife = Sarah Ann Lee Coleman, ^{Annie} Lynn N Murdock, Victor Murdock, " " " " would drive a second Stage when the first was overcrowded.

Hazards:



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Heber City, UT 84032

1st Motorized Stage Line
out of Heber → Provo Canyon

1925

1927

Provo



SL Cullen Hotel

was depot
out next day



Provo



Heber



Strawberry



Duchenne



Roosevelt

Vernal

Return
next day



Bad
Storms
Chains

Hed

1st Motor

Stage Lines
Late 28

1st Studebaker 7 passenger
@ Pike Mines

Cullen Low's
Hotel - Depot
out one
day ka

Bas

Dad & Alvie Col

Uintah Stage Lines

SL

Provo -> Heber Ed

Vernal & Reverse

Keetley Over
Henry Lee
Meat Milk
East Butter
met. mailman top hill

Ox Wagon

Myton 9-mile from Price

Duckie
Roosevelt Vernal

Lynn Murdock

Thor Todd Jr settled Jensen

Bring Centelope & watermelon

Horse & wagon

Pilt
2 Apples
Earl Bro Nymph
Mudoc

① Nymphu Pilt

Sarah Ann Lee
Murdock
Coleman

1946 To Jay
McNaughten
1928 Lynn driver
2nd bus
1929 Holland

Geo
Holmes

400E
500

1932
Alexander
Bros Vernal
Burlington
Bus line
1933 or 4

orig-
Heber

Ed wetzel
Vernal
franchise
Myton

- ① Laban
- ② all 4
- ③ Sid bot out Noral Johnson
Alva bot out Ed wetzel
& Sid Woostenholme

Alva L Coleman (stage 1925 to 1934)
F = Leonard
Ed wetzel
Or Noral Wamen
Jess Johnson
Francis Brooks
Sidney Woostenholme
Laban Hilton
Jos -
Alexander Bros of Vernal

strawberry
fruit land
Johnson -> brod
Dac Wamen
Sid Woostenholme
Driver share
to Dr Wamen

service facilitated extensions of rural routes, which by 1920 numbered 43,445. Largely in response to farmers' demands, a national parcel-post service was begun in 1913.

Canceling machines (1876), mechanical sorting devices (1907 and 1915), and underground pneumatic tubes (1893-1953) were introduced in various U.S. cities to speed mail distribution. Airmail was first tried in 1911. By 1924 the New York-San Francisco air route was regularly flown in 34 hours (westbound). After World War II the rapid expansion of airmail service and the reduction of railway mail service drastically changed mail transportation in the United States.

New postal facilities serving an urbanized American society without railroads proved extremely costly. With virtually no mail sorted in transit, burdens in fixed post offices mounted. ZIP codes (introduced 1963) became adjuncts to key-punch sorting machines and automatic address-reading machines. Package-handling machines (1959) and conveyor systems (c.1907) were greatly improved in the 1960s. A fully automated post office opened at Providence, R.I., in 1960, heralding the new look of the mechanized postal system.

Postal Reorganization Act of 1970

On Aug. 12, 1970, President Richard M. Nixon signed into law the Postal Reorganization Act of 1970, which changed the federal Post Office Department into the U.S. Postal Service, an independent agency within the executive branch. Its purpose was to enhance the self-financing potentialities of the postal service, to increase its efficiency, to reduce the public tax burden, and to remove the service from political control. The service often operated at a deficit, however. There were some years in the early 1980s that had surpluses, but later in the decade, despite postage rate hikes in 1985 and 1988, there were deficits. Labor costs accounted for about 85% of the service's operating budget. Suggestions for easing the financial crisis included "privatizing" the USPS. (Private carriers already have taken over many delivery routes, and private parcel delivery is widespread.) By 1988, faced with finding ways to help cut the overall federal deficit, the USPS cut back on some services. In 1989 the government returned the USPS to the off-budget status it had enjoyed prior to 1985, a move that would insulate the service from further deficit-reduction efforts. Nonetheless, in 1990 the USPS sought another rate increase.

NEW POSTAL SERVICE TECHNOLOGY

Recognizing that the utilization of electronic automation could help contain rising costs while helping to meet increasing public demands for faster delivery services at reasonable rates, the U.S. Postal Service is conducting feasibility studies on available technologies. To pave the way for such improvements, it developed the "ZIP + 4," the nine-digit code system that began with congressional authorization, in October 1983. By the late 1980s only about 15% of mailings used the nine-digit code, and the USPS was criticized for promoting the code before having the equipment to process such mail.

Carl Scheele

Bibliography: Braake, Alex L., et al., eds. *The Posted Letter in Colonial and Revolutionary America, 1628-1790* (1975); Clinton, A., *The Post Office Worker* (1984); Conkey, Kathleen, *The Postal Precipice: Can the U.S. Postal Service Be Saved?* (1983); Fleishman, Joel L., *The Future of the Postal Service* (1983); Fuller, Wayne E., *The American Mail: Enlarger of the Common Life* (1972; repr. 1980) and *RFD: The Changing Face of Rural America* (1964); Hafen, LeRoy R., *The Overland Mail, 1849-1869: Promoter of Settlement, Precursor of Railroads* (1926; repr. 1977); Hargest, George E., *History of Letter Post Communication Between the United States and Europe, 1845-1875* (1975); Harlow, Alvin F., *Old Post Bags: The Story of the Sending of a Letter in Ancient and Modern Times* (1928); Kay, F. George, *Royal Mail: The Story of the Posts in England From the Time of Edward IV to the Present Day* (1951); McAfee, Cheryl W., *The U.S. Postal Service* (1987); Nevin, David, *The Expressman* (1974); Rich, Wesley Everett, *The History of the United States Post Office to the Year 1829* (1924; repr. 1977); Scheele, Carl H., *A Short History of the Mail Service* (1970) and, with Constance Minkin, *Neither Snow nor Rain...The Story of the United States Mails* (1970); Staff, Frank, *The Transatlantic Mail* (1956).

STATIONS

PALACE DRUG CO.
HEBER, UTAH
HOTEL DUCHESNE
DUCHESNE, UTAH
MYTON DRUG CO.
MYTON, UTAH
SHURTLIFF HOTEL
ROOSEVELT, UTAH
SLAUGH AUTO CO.
VERNAL, UTAH



Hintah Basin Stages, Inc.

ALVA L. COLEMAN, PRES. AND GEN'L MGR.

HEBER, UTAH

SALT LAKE STATIONS

CULEN HOTEL
33 WEST 2ND SOUTH
PHONE WAS 14
UNION BUS STATION
144 EAST BROADWAY
WAS 6231

The Hintah Basin Stage Line

Ran from Salt Lake -> To Provo -> To Heber ->

To Duchesne -> To Roosevelt -> To Vernal in one day & back the same route, the next day.

It appears that different investors held different sections of this route.

The owners & operators were: Edward Wetzel, Doctor Norval Warren, Jess Johnson, Sidney Woolstenhume and Alva "L" Coleman & Laban Hylton.

In 1930, Sidney Woolstenhume bought out Dr. Norval Warren
Alva L. Coleman bought out Ed Wetzel & Jess Johnson & finally got Sidney Woolstenhume in 1930

Then there were only 2 owners Alva "L" Coleman & Laban Hylton

1932 Line leased to Alexander Bros. of Vernal.

1933 or 4 They sold out to Burlington Bus line.

Refs: 1. Duchesne Co. Book

Alva Coleman Stage Line

Stage Line

Mail Carriers

Eph Hanks
Isaac O Wall
John

"Builders of Nintah"

Stage line pictures + freighters

pp 233, 241, 258 261-2 264

266, 270-1-2-3-4-5 341

63 66 69-70 71 114 117 128 151 153 190

494 agents 198-199 209 218 233 234 241 253 256

✓258 ✓261-2-4-6-7-8-9 ✓270-1-2-3-4-5 ✓289 ✓287 ✓296

✓337 ✓341



University of Utah Hospitals & Clinics

January 02, 1997

ROBERT GREEN, MD
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HEBER, UT 84032

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Sincerely,

Audrey A. Yuranko, R.N., B.S.N.
Coordinator, Physician Referral Service

Office of Planning and Marketing

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Salt Lake City, Utah 84132
(801) 581-2304

(1) Jess Johnson
 (2) Francis Brooks

Frutland

Franchise
 section of H

QUINTA BRISA (STATE LINES)

Lake Hyllon ? Jess Johnson Alva L. Coleman
 SL to Prove To Heba

ALSO ONE BUS FROM DUTHESSIE TO PRICE

(ABRA) OPERATORS - ED WETZEL, DEC. WARREN, JESS JOHNSON
 SID WOOLSTEEN HOME -

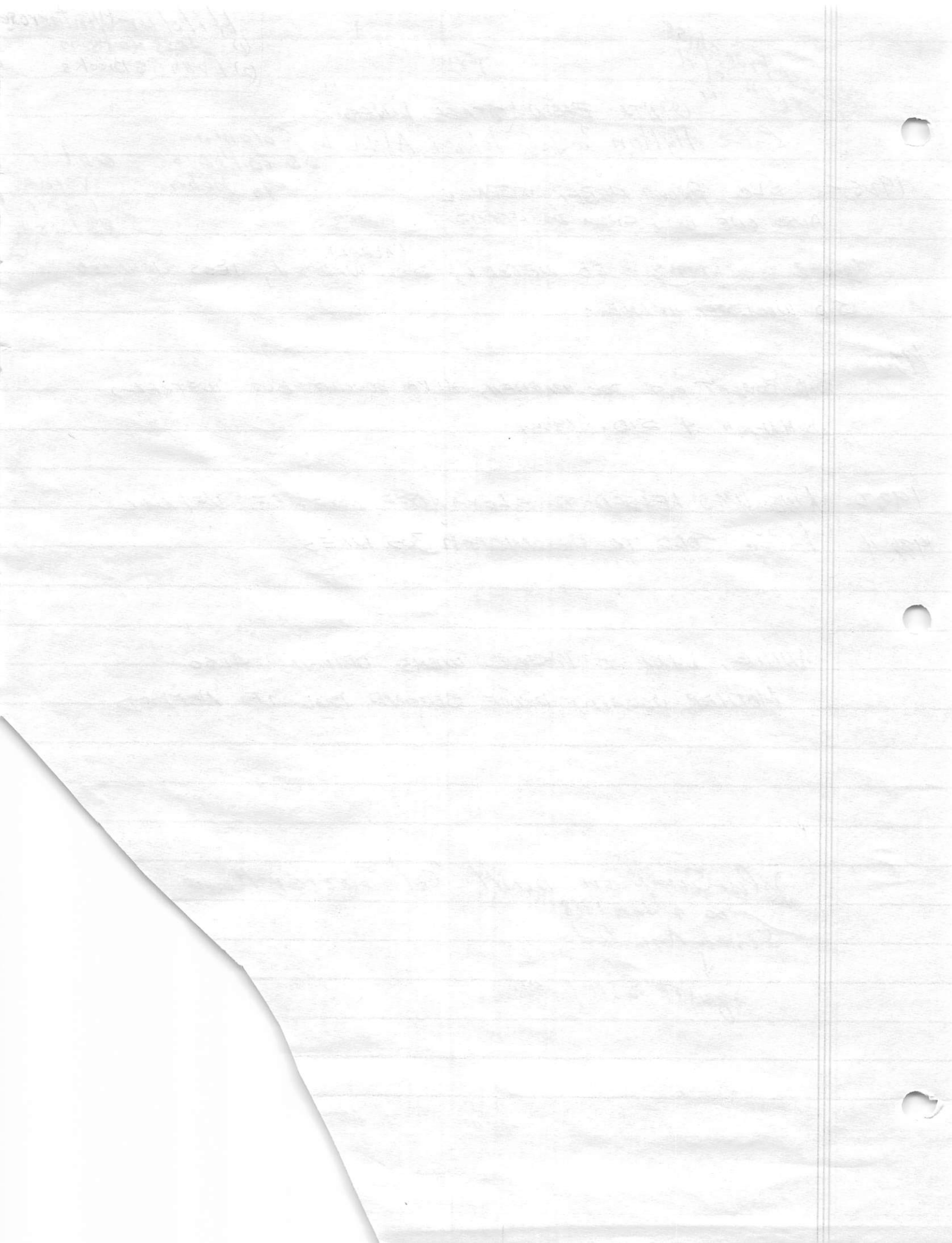
1930

SID BOUGHT OUT DOC WARREN, ALVA BOUGHT OUT WETZEL
 JOHNSON + SID. (1930)

1932 KINE WAS KEPT TO ALEXANDER BOSS - OF VERNAL
 1934-4 LATER SOLD TO BIRMINGHAM BUS LINES

ANNIE, LYNN + WETZEL WERE DRIVERS ALSO
 MOTHER USUALLY DROVE SECOND BUS IF NEEDED

John Simpson built "Cot Glacier House"
 55 Jan 1888
 Sarah Ann Todd
 Squire Simpson



operated
Ninth Line
1926
to
1934-

eight years and was in the automobile business at Provo, Salt Lake City, and Heber. He was an employee of the New Park Mining Company from 1940 until the time of his illness.

Survivors include his widow, one daughter, Lucille Coleman, Salt Lake City; step sons and step daughters: Mrs. Winnie Baird, Provo; Lynn N. Murdock, Vernal; Victor Murdock, Orem; Mrs. Rae Todd, Roosevelt; and one sister, Mrs. Blanch Seitz, Heber.

Curry; graveside prayer, Harold Stevens.

Military honors were carried on by the Veterans of Foreign Wars.

Pallbearers were Howard Berry, Lee Johnson, George Pitts, Rex Cummings, Carl Anderson, Ted Booth.

Burial was in the Heber City Cemetery.

Many friends and relatives from out-of-town attended the services. Luncheon was served at the First Ward Chapel by members of the Relief Society.

Annie L. Coleman

Sarah Ann Lee

A black and white portrait of Sarah Ann Lee, a woman with short, dark, curly hair, wearing a dark top and a necklace. She is looking directly at the camera with a slight smile.

Fay, _____ City, 1843. 1843-
aret L. Redmond, Holladay;
Mrs. Lydia Hausey, Dell, both
Heber City.

Funeral services were held on Monday at 1:00 p. m. in the Heber Sixth LDS Ward Chapel. Burial was in the Heber City Cemetery.

Elizabeth Blanche Coleman Seitz, 76, died June 19 in a Heber City hospital after a long illness.

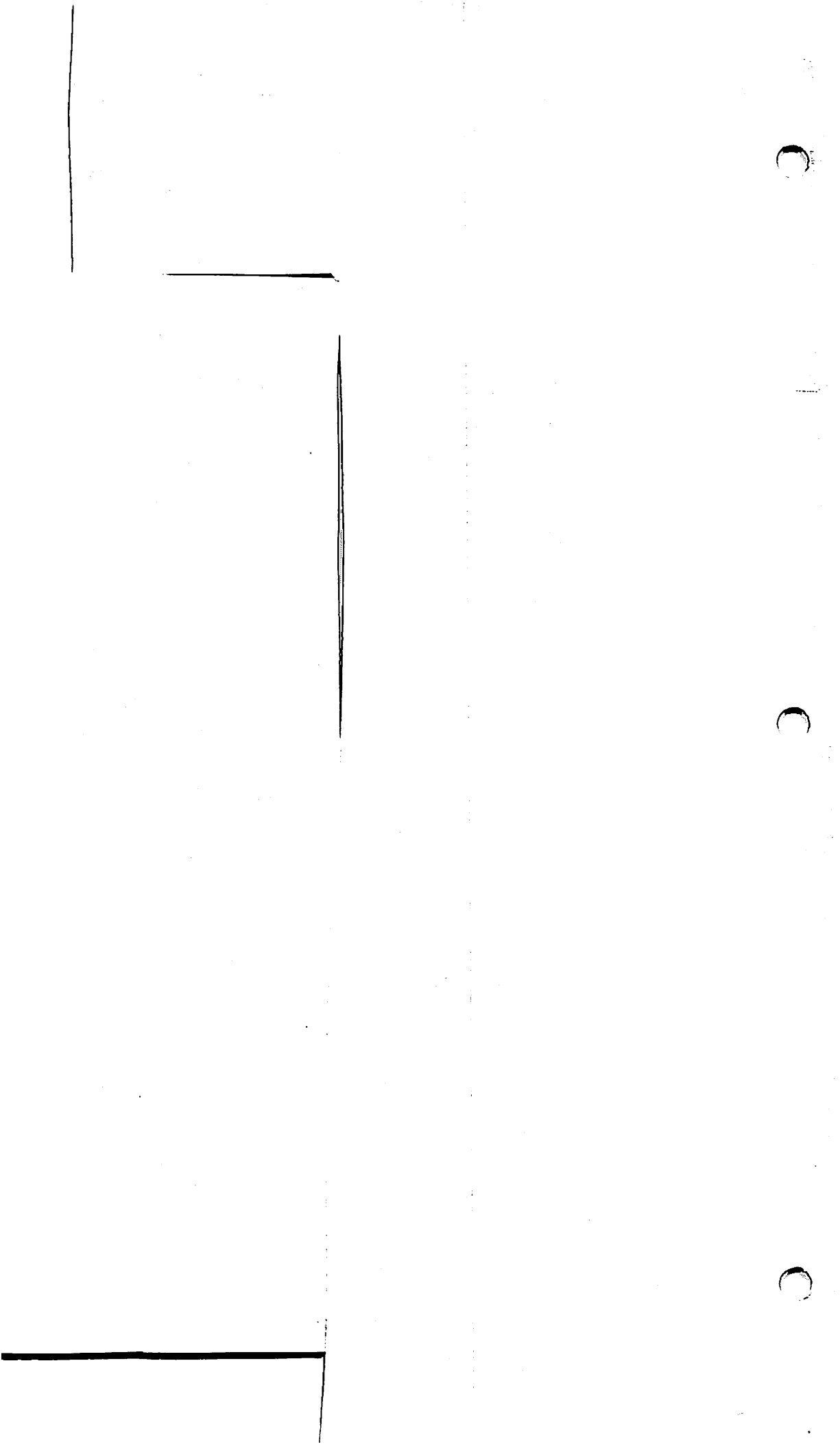
She was born June 30, 1894 in Heber City to Leonard J. and Elizabeth Annie Murdock Coleman. She married William Benjamin Seitz on October 28, 1936 in Reno, Nevada; he died Nov. 23, 1953.

She was an employee of the J. C. Penney Co. for 20 years. Former employee of Wasatch County school lunch program. She was a member of the LDS Church.

Survivors: stepson, Walter B. Seitz, Williamstown, Mass; one granddaughter.

Funeral services were held on Wednesday at 11:30 a. m. in the Heber First LDS Ward Chapel.

Burial was in the Heber City Cemetery.



HEBER—Mrs. Margaret Turner Cummings, 79, life-long Heber, Idaho, widow of William Cummings, died Friday 10:45 p.m. after long illness. Born Dec. 16, 1875, in Heber, to John and Agnes Montgomery. Married Member LDS Church. Married to Wm. Cummings Sept. 1896. Heber. He died July 23, 1946. Survivors, one son, one daughter: Orville S. Heber; Mrs. Jessie Cunningham, Salt Lake City; five grandchildren, four great-grandchildren. Sisters, Mrs. John Daybell, Salt Lake City. Funeral Monday, 2 p.m., in Heber LDS Third Ward Chapel. Friends call at Olpin Mortuary Sunday afternoon evening. Burial prior to funeral. Burial, Heber Cemetery.